

TABLE 8
Year 2025 Intersection Analysis

Intersection	Without CSAH 12 Bridge	With CSAH 12 Bridge
TH 22 and BEC CSAH 12	B (B)	B (B)
TH 22 and Augusta Drive	E (C)	E (C)
TH 22 and BEC CSAH 3	F (F)	F (E)
TH 22 and TH 14 North Ramps	D (D)	D (B)
TH 22 and TH 14 South Ramps	F (E)	F (C)
TH 22 and Adams Street	F (F)	F (D)
TH 22 and Madison Avenue	F (E)	F (D)
TH 22 and Bassett Drive	F (C)	F (C)
TH 22 and Hoffman Road	F (C)	F (C)
BEC CSAH 3 and Excel Drive	F (F)	F (D)
BEC CSAH 17 and CR 12	---	D (C)
BEC CSAH 17 and BEC CSAH 86	C (C)	C (C)
TH 14 and BEC CSAH 86	C (C)	C (C)

Note: Level of Service results shown in parenthesis assume TH 22 upgraded to a six-lane facility between CSAH 3 and Madison Avenue.

The recommendations are based on the analysis and principles of good system planning (i.e., providing a supporting grid system, route continuity and connectivity). These recommendations include following system recommendations to support future development in the area and provide adequate facilities to accommodate future traffic levels (Figure 15).

The proposed system recommendations include the following:

- 150-foot right-of-way and five-lane section on Blue Earth County CSAH 17 from TH 22 to Eagle Lake.
- 120-foot right-of-way and five-lane section on Blue County Routes (CSAH 3, CSAH 12 and Hoffman Road extension).
- 120-foot right-of-way and five-lane section on supporting City collector streets where higher density development are proposed.
- 100-foot right-of-way and two to three-lane section on other supporting collector streets.
- Potentially reserve right-of-way for an interchanges at TH 14 and CSAH 12. A future study should determine whether or not an interchange is appropriate for this connection.